

HOW MD. MOTOR CAR LICENSE LAW WORKS

Each Individual Who Operates Car Must Be Registered With Machine.

(On this article, which is the fourth of a series by Col. E. Austin Baughman on the new motor vehicle law, no description of the law is given, but a description of the law is given in the registration of motor vehicles and their operators.)

By COL. E. AUSTIN BAUGHMAN, Commissioner of Motor Vehicles of Maryland.

Part 3 of the automobile law takes up the registration of motor vehicles and their operators. This section of the law is the most important of all, as the individual cannot use his car until he has complied with the provisions of this part and displays the proper tags and the State receives its revenue for the upkeep of the roads under its provision.

Every owner of a motor vehicle must fill in and file with the commissioner of motor vehicles an application blank for his license and pay the correct fee in order to secure tags.

He must, of course, register his vehicle in the proper class, as to have it properly registered is as much a violation of the law as not to have it registered at all. These classifications are entirely new in this law.

The old merchandise class has been done away with, and now all vehicles except those used for the transportation of persons for hire, and those running in fixed schedules or routes, are classified according to the kind of tires on the wheels.

All those having two or more solid tires are charged on a basis of their carrying capacity—\$8 for the first ton and \$4 for each additional ton. Those having pneumatic tires are charged at the rate of 50 cents per horsepower or fraction thereof.

Should Follow Formula. In applying for licenses the applicant should in a case be governed by the formula printed in the back of "Pamphlet Law," which is furnished on request by this office.

Another radical change in the charge for licenses is that the monthly charge of rate is done away with, and hereafter all licenses issued prior to April 1 are charged for the whole year and all before July 1 three-fourths of the fee, and prior to October 1 one-half.

When the license is issued a certificate of registration is furnished, and this must at all times be carried in the car in order to determine whether or not the proper tags are on the car while being operated.

In the case of motor vehicles used for hire an entirely new class has been established. These cars must display a tag with the letter "H" on it, which signifies a hiring license, and pay at the rate of \$1 per horsepower per year.

This entitles an owner to transport people for fares whether he has pneumatic or solid tires on the vehicle. It does not permit him, however, to operate over a fixed schedule or route. In this event the car must be registered with the public service commission and pay a stated amount per passenger seat per mile that they are operated.

Must Have Two Sets. This section also provides that dealers hereafter will pay at the rate of \$10 for each set of tags and they are required to buy at least two sets. These tags can be used on any vehicle owned by said dealer except those used for hire. These must be licensed as explained above.

Section 142 takes up the transfer of ownership of licenses, as this is a part that is not generally understood. In the case of a person having a car already licensed and buying a new car the same tags can be used provided a transfer is made. This is done by filling out an application for transfer and sending it together with the old registration certificate and payment of the proper fee. A new certificate is then issued entitling the person to use his old tags on the new car.

The Maryland law also provides that every operator must have a driver's license. An individual driving his own car for pleasure obtains a perpetual license costing \$2. This is good for operating any make of car.

An individual operating his car for hire or as an employee in any capacity of the owner of the car must take out a chauffeur's license costing \$5.

Clerk Must Have License.

This license is good for one year from date of issuance. Under this provision a clerk in the store must take out a chauffeur's license to operate the proprietor's car whether he is employed to do this or not. Garage mechanics must also have this kind of license for repairing out cars. This section also limits the age of persons to whom a license may be issued.

An impression prevails that anyone can operate a car if accompanied by a licensed operator. This is entirely wrong, as the law only allows such operation while the person is learning, but in no case permits anyone under eighteen to operate an automobile. The limit for motorcycle operators is fourteen years. In next week's article I will take up the operation of motor vehicles, the equipment necessary, and in what manner they may be operated.

MILBURN ELECTRIC ADOPTS NEW SEATS

In order to get the most room and most comfort in the body of their product, Milburn electric designers have adopted the fold-away type of seats. The seats are just as comfortable as the most luxurious chairs.

There are scores of reasons why the fold-away type of seat is more suitable for electric vehicles than the old-fashioned revolving chairs. "But greatest of their advantage is room. We will consider for a moment that you have been suddenly called out of the city. You must take your trunk with you, but the trunk is about to leave and you have no time to get in touch with the cartage company. If you happen to have a Milburn Electric, however, you need not worry. Extra wide doors and the unusual inside space made possible by the fold-away seats will give you plenty of room for the trunk. All you have to do is put the trunk in the electric and then your wife can drive you to the station—trunk and all.

Furthermore, if there are only two passengers in the Milburn Electric, they have the feeling of riding in a car built for two persons. There are no vacant front seats which give the car an empty appearance as though it were but half filled and too large for the use to which it happens to be devoted.

And, still another important advantage in our seating arrangements is that it decreases the weight of the car."

CHALMERS IN SUBMARINE STUNT



An Abiding Faith in the Amphibious Nature of His Chalmers Six-40 Touring Car First Caused William McReynolds, a newspaper man, of Portland, Ore., to Try the Wading Stunt Shown in the Above Photograph.

Why Not Be Square With Tire Adjuster?

Radiator Urges Motorists to Tell the Truth in Making Complaints to the Company's Agent Without Fear of Losing Thereby.

By MONTE SOHN.

The regular scheme of things in motordom, according to what we have heard and seen during a few days' sojourn in the office of the tire adjuster is about as follows: You have gotten about 7,000 miles on your two front tires. But they look to be in splendid condition. There are no breaks or cuts in the tread.

You go down to the office of the tire adjuster, wave your arms excitedly, and conclude by promising him never to use his particular brand of tire again unless he gives you two new front tires, because "these two haven't been run a mile over 2,000 miles."

Do not do it.

You have been driving a car about three years.

In those three years the tire adjuster has examined fully 50,000 tires. He has seen, judged, and expressed himself professionally on more tires in that period than you could use in nine lifetimes.

Be Square With Adjuster. Please—do not sacrifice your dignity on the altar of the tire adjuster's sense of humor. He knows more of the whys and wherefores of ordinary wear and abuse of tires than most men know about their favorite sport, which is a large portion.

All of the tire companies are far more liberal in matters of adjustment than the usual long run of service fairly called for. They are nothing if not eager to keep users of their tires happy. In the great majority of cases the difference is all on the side of the motorist—he gets the big edge in satisfaction.

It is, therefore a poor plan at best for any motorist to lie about his tire mileage. "Lie" is the proper word.

That is what many motorists think is the proper caper when they prepare to buy new tires.

It seems to be their impression that if they lie about 3,000 or 4,000 miles under the actual mileage, disarming the performance of the tire, wave their

arms and display the rest of the circus stunts which are intended to convey sincere indignation, the tire adjuster with fear and trembling will concede them about 2,000 miles worth of trade in value to which they are not entitled.

Unfortunately, however, for motorists of this kind—it does not work.

If you have a real cause for complaint, if your tire has developed a defect, if it has run considerably under regular mileage, go to the tire adjuster and tell him about it. Be square with him.

He will be more liberal than you think, and in most cases more liberal than you deserve.

But don't ask any more of the tire adjuster than you in your own business would be willing to concede to a customer dissatisfied.

Cut Out Pyrotechnics. Cut out the pyrotechnics. The tire adjuster is nobody's fool. He is on the defensive because people have gotten into the habit of trying to put something over on him.

The tire adjuster is wise. That is the reason he is the tire adjuster.

When you make up your mind to go down to the office of the tire adjuster, wave your arms excitedly, wax incoherent and purple, and conclude by promising him never to use his particular brand of tire again, unless he gives you two new front tires.

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NOT EVERY CAR CAN DO ITS BEST IN CITY

Some Won't Stop Quickly, Others Can't Pick Up Fast. Six Best Motor.

Estimating the merit of a motor car by country driving alone is not a conclusive test of its ability, and the cry of some manufacturers that any car will give good service on city pavements is an erroneous contention.

Not only does the city-driven car generally run up a greater mileage in a season, but it is subjected to a terrific strain in the sudden stops and starts that mark everyday driving in congested districts. While in the country, an automobile runs along at a smooth, steady rate of speed, even though the roads may be rough.

Undoubtedly the test of a car over rough country roads through sand and mud gives a good estimate of the worth of the springs and the power of the car, but no country driving, unless specially arranged will demonstrate the flexibility of a motor, the merits of the brakes, or the ease of handling the car.

To say that most any automobile will give good service on the smooth pavements of a city is a fallacy. Motorists daily are finding out that there is a marked difference in automobiles in urban driving. Some cannot pick up quickly. Others will not stop at once, and with some a constant shifting of the gears in congested districts makes driving a nightmare.

Naturally, the motorist wants a car that will prove satisfactory under all conditions, and it has been conclusively demonstrated that, so far as the motor is concerned, the six cylinder answers the question. As to brakes, springs, and other parts of the motor car, they vary with the different automobiles.

The fact that thousands upon thousands of Saxon motor cars are in use today in the cities of the country is proof of the ability of Saxon Six to thread traffic easily. The flexibility of the Saxon Six and the excellent brakes give a feeling of absolute safety in the crowded streets of a metropolis.

And the number of rural owners, to say nothing of the towns that city owned Saxons have taken without a single mishap, demonstrates the ruggedness of these cars under every condition.

GASOLINE VAPOR CAUSES EXPLOSIONS

Liquid Itself Does Not Burn, and Care Should Be Used In Its Keeping.

Since the development of the motor, the number of fires due to gasoline has enormously increased. Today gasoline is reckoned as one of the primary causes of conflagration.

One of the peculiarities of gasoline is that it is little known to the general public is that it will not burn or explode. The explosion so often referred to is due to gasoline vapor. And gasoline vapor is one of the most deadly explosives known. It is as powerful as gunpowder and far more likely to be set off.

An explosion of a mixture of 10 per cent of gasoline vapor with air has been known to wreck a small house completely. The sides of the house were blown out, the roof collapsed, the wreckage was set on fire and the whole thing destroyed.

Heavier Than Air.

Gasoline vapor is heavier than air and falling to the floor follows the course of the draught. If this draught carries it to a fire, which it is very like to do, the flame shoots back like a train of gunpowder to the source of supply, and either ignites the gasoline vapor or causes an explosion.

In spite of these things householders use gasoline as if it was so much water. It is used for so many household purposes—all the way from cleaning gloves to killing vermin—that intimacy has bred contempt. But sooner or later the careless user of gasoline comes to grief, and if he is not killed, he stands a good show of losing all his possessions.

Gasoline should never be used in a room where there is a fire. It should never be used at night, and never in the house if it is possible to go out of doors.

In cleaning silk great care should be taken. The tendency of silk to generate static electricity is well known, and when it is rubbed violently this is increased. The discharge of this electricity may take the form of an invisible spark, but that spark is hot enough to ignite the gasoline vapor.

Modern Safety Can.

There is no excuse for keeping gasoline in the house in anything except one of the modern safety cans. These cans are so ingeniously contrived that it is impossible for a spark to enter the can. The mouth of the can is protected by a fine mesh screen, which, on the principle of the miner's lamp, prevents the entrance of fire.

Under no circumstances should gasoline be stored in the house. If it is necessary to keep on hand a gallon or more, it should be placed as far from the house as possible. Where it is stored in larger quantities, it should be contained in an underground tank and raised by a pump. The further away from the house that tank is kept the better.

These rules, which apply to the use of gasoline should also be followed in

handling kerosene, benzene and the other highly volatile oils. It is not so many years ago that the starting of a fire in the stove with kerosene oil was one of the standard jokes of the comic papers. It was no joke, however, to the person who tried it once too often. Recent experiments have shown that static electricity frequently is generated by pouring gasoline into an insulated metal container. This is the cause undoubtedly of many fires in garages. The gasoline is allowed to fall in a pail with a wooden handle, which hangs from the spout of the container. When the gasoline becomes overcharged, the resulting spark starts a fire.

Double Proof. A tramp knocked at a farmer's door and called for something to eat. "Are you a Christian?" asked the good-hearted countryman. "Can't you tell?" answered the man. "Look at the holes worn in the knees of my pants. What do they prove?" The farmer's wife promptly brought out the food, and the tramp turned to go. "Well! Well!" asked the farmer. "What made those holes in the back of your pants?" "Backsliding," replied the tramp, as he hurried on.



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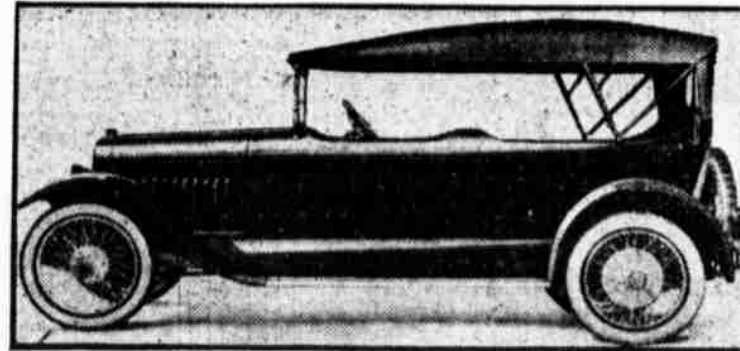
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